material and well constructed. None of the inipectors could give any reason for the explosion.

No report was received yesterday by the Steamhoat Inspectors from the captain of the Riverdale,
An investigation will be made by them to fix the
responsibility for the accident.

General Dumont, Supervising Inspector General
of Steam Vessels, will come to New-York to-day
and advise with Supervising Inspector Starbuck
relative to the investigation of the accident. A
thorough investigation will be made under the personal direction of the latter officer.

MISSING AND INJURED PERSONS.

Numerous inquiries were made for missing persons at the Ninth and Sixteenth Precincts during Tuesday night by people who supposed that friends might have been lost on the Riverdale. Among others reported missing were Hugo C. Fett and Ernest Sengstak, importers, of No. 59 William-st., who live in Youkers. Inquiry yesterday not taken they had showed W. N. A. Harris, superintendent Riverdale. of the Belt Line Railroad, was erroneously reported to have been on the boat. A postal card received at the Sixteenth Precinct said that Miss Jane Langfare and her mother, of Tarrytown, had not gone on the boat, W. W. F. Tippey, of the Palisade Mountain House, is said to have been on the boat, and a friend, E. D. Loring, of No. 39 West Twentysixth-st., who had parted from him on Tuesday made inquiry for him yesterday without ascertaining anything positively. Mr. Loring said, bowever, that he did not think Tippey sailed on the Riverdale. F. Grenent, a fireman of the Riverdale, and William Porter, also of the steamer, were reported missing and no information had been obtained regarding them.

At the New-York Hospital there are three victims of the disaster. The Rev. Howell Gardner's condition is regarded as dangerous in the extreme. He was severely barned by the volumes of escaping steam, and his legs were badty scalded by jets of boiling water. Mrs. Gardner is with him constantly. Yesterday he received many visits from friends and relatives, though few were admitted. John Slair was reported to be doing weil; his wife passed most of the day at his bedside. The fracture of his thigh is a simple one, and he is not considered to be in any immediate danger. William H. Henning was suffering from a broken collar-bone, as well as from some pretty serious bruises about the face feet. He was in the engineroom at the time of the explosion, and escaped through a cloud of steam and streams of boshing water, leaping overboard the moment he reached the deck. He was visited by his two sisters.

Peter Fanning, a deck-hand, who was carried to the Chambers Street Hospital on Tuesday night, 18 now at Bellevue, and is doing well. He was near the engine-room at the time of the explosion, and was rather seriously burned about the face and

was rather seriously burned about the face and hands.

Ex-Senator Robert H. Strahan was reported to have been on the Riverdate, but the report was not true. Mr. Scrahan said that he took the steamer Chrystenah, which followed the Riverdate some fifteen minutes later. "I saw the wreck," he stated, "and the boats busy about her. We went into Tarrytown, where I joined my family."

George Rowley and Miss Angle Sawyer, of No. 129

Lafayette-ave., Brooklyn, who were reported missing, have telegraphed to their friends amounting their safe arrival at Sing Sing, having taken the propelier Leader.

projective Leader.

Miss Mary C. Dowden, of Sing Sing, who was on board of the Riverdale and who was reported as massing, was at home yesterday and well. She was rescued by a tug-boat. Albert Hyatt, of Sing Sing, who was reported as seriously hurt by the disaster, was about town 2s usual. He escaped with but solver tourses.

was about town as usual. He escaped with the alignt binness.
John Tohin, who lost a leg some years ago by an explosion of a caunon at a fourth of July celebration in Yonkers, was on board the Riverdale and received a severe injury in his back by flying timbers. He is now at his home in Yonkers, suffering great pain. He was taken off of the steamer by a tug before she sank. Moses D. Getty, of Yonkers, concerning whom great anxiety existed, arrived at home Tuesday evening.

THE VICTIMS OF THE EXPLOSION.

George A. Deymes, the fireman of the Riverdale, died at St. Vincent's Hospital about midnight on Tuesday. He was terribly scalded by steam, the flesh being parboiled on almost every part of the body. He was born in Connecticut, but had been in New-York for some time, living during the sum mer on the Riverdale. So far as known he had no relatives, and no one had called to claim the body late last evening. It will probably be sent to the Morgue to day and be buried in the Potter's Field, He was taken from the water at the foot of West Twelfth-st., where an ambulance found him, and his injuries were dressed at once, but the flesh g to the clothing as it was from him, and from the first ase was regarded fatal. In a statement to Dr. clung to W. R. Larkin, of St. Vincent's Hospital, a short time before his death, Deymes gave the most detailed account of the origin of the accident that has been

'He told me," Dr. Larkin said to a TRIBUNE reporter, "that just after the Riverdale left the dock at Harrison-st. he noticed that there was a leak somewhere in the boiler. He could not at first tell where it came from, but at last he made up his mind that it came from under the boiler. There was thirty-five pounds' pressure of steam at the time he knew, as he had looked to see, and he did not feel any alarm. When the boat stopped in the river he tried to find out where the leak was, but it had stopped too. It began stronger when the machinecy started up, and of a sudden poured out so strong and hot that he knew something was wrong, and placing his hands over his eyes he ran for the ladder leading up out of the hold. That was the last he knew, he told me, until he found himself in the

The body of Thomas J. Saul, who died at Belle-

vue from the burns he had received, was taken to his home at No. 292 Sumpter-st., Brooklyn, in the morning. He was a pump-fitter for William S. Biunt, of No. 100 Beekman-st., and had been there for fifteen years. Mr. Blunt had a high regard for him, and observing that his health had been poor during the summer, had invited Saul to come up to his place in Yonkers on Tuesday night, thinking that the sail would benefit him. Mr. Blunt expected to accompany Saul, but was detained at his pected to accompany Saul, but was detained at his office and did not learn of his death until yesterday morning. Word had been seat to Saul's home in Brooklyn on Tuesday night from the hospital, but his children were in the care of a neighbor and the message failed to be delivered. Saul's wife died last May, and his only relative is a sister in Dublin. A sister of his wife is in Australia. The children, five in number, are left entirely alone; the oldest is under twelve years and the youngest two. Mr. Blunt said that he had telegraphed to the sister in Dublin and would take measures to see that the children were properly cared for. Their father had procured a small piece of property where they lived and had nearly paid for it. Saul attended the Church of the tholy Inocents, and the body was taken by the church, and it will be buried from there.

The body of Mrs. Julia Sisson remained all day yesieday at Merritt's undertaking shop, in Eightave, a waiting examination by the Coroner in order that a permit could be granted for its removal to her home in Tarrytown. Wairen Chapin, her sonin-law, said that the burnal would be deferred as long as possible, in the hope that the body of her husband would be recovered, as it was thought he was under the boat. Mr. and Mrs. Sisson has been down to Coney Island during the day, accompanied by their grandson, W. B. Chapin, and they were to meet his father at the Iwenty-second-st. landing, where he was awaiting them when the accident occurred. office and did not learn of his death until yesterday

where he was awaiting them when the accident of curred.

The body of Thomas Gregg was removed early in the morning from the Morgue to his home at No. 606 Water-st. He was nearly eighty-one years of are and when the accident occurred was on his way to Bobbs Ferry to visit an old friend with whom he intended spending a few weeks. Mr. Gregg was well known in the Seventh Ward. He had nved at No. 606 Water-st. for the last thirty-five years, and until near years ago was engaged in the whintware business. He leaves a son and two daughters. The inneral will take place on Sanday atternoon, the burial being at Cypress Hills Cemetery.

WHAT THE STRANGER AND ATALANTA DID. At the time of the explosion the yacht Stranger, belonging to E. S. Jaffray, the well-known dryoods merchant, was lying at the foot of Twentythird-st., hair a mile from the scene of the disaster. Mr. Jaffray said vesterday: "I left my store as usual to take my yacht for my country residence. The gig was awaiting me at the foot of West Twenty-third-st., and I suppose we left the dock at twenty-five minutes after 3: At any rate we arrived on board the Stranger at half-past 3. I went to the cabin and shortly afterward Mr.

Davis, my captain, called my attention to a sloud

of steam arising from a steamer in the neighborbood of Fourteenth-st. He said there must have been an explosion. I immediately ordered my life-boat out, to render any assistance necessary. My first mate, William Miller, with four men, rowed to the scene of the disaster, with instructions to render all the help possible to the passengers. They rowed to the wreck, and from the reports I have received they tound no one struggling in the water. When my crew arrived at the Riverdale they found other boatmen cutting the woodwork of the cabin, and these boatmen succeeded in taking out two lifeless bodies from the cabin, and two more, I am in formed, could be seen through the windows. After the accident happened fully twenty tugs steamed to the scene of the disaster, and it was not safe for our yacht to approach close. My men did all they could to resone life, but the yacht being at such a distance it was impossible for us

do more than we did. On last Saturday my son and I went to Irvington by way of the Riverdale, but did not anticipate any danger. I am afraid that these boats running during the summer do not give proper danger. I am afraid that these boats running during the summer do not give proper time for the engineers to clean out the furnaces and boilers as they should be cleaned out. We did not rescue any person from the wreck and did not take any passengers with us. I don't believe that Mr. Gould did, either. He sent two boats to the wreck, but I don't think the crews succeeded in saving any one."

William Miller, the mate of the Stranger, told the following story:

william Miller, the mate of the Stranger, told the following story:

"When we came near the wreck people were struggling in the water; but before I and my crew arrived they sank and we could not help them. Two bodies were picked up by other boats. When we arrived at the wreck we found some persons cutting the cabin with axes. They recovered two bodies, but I think there were more there. I saw bodies floating in the water, but the secudent and its results happened so quickly that I cannot give a more accurate account of the details."

The Atalanta, Jay Gould's yacht, reached the scene of the disaster too late to render important assistance. It picked up two or three persons who were struggling in the water, but put them aboard one of the many tugs which had gone at once to the rescue. Captain Shackford, of the Atalanta, happened to be looking at the Riverdale at the very moment when the explosion occurred. He said he saw several persons thrown high in the air.

"I am afraid that many of those missing have lost their lives," said Mr. Gould yesterday, "for my captain told me that the forward part of the vessel was lifted to a great height; he said that he plainly saw several bodies in the air. We were some distance off, but hurried to the scene. We were too late to be of hurried to the scene.

VIEWS OF THE OWNER AND CAPTAIN. CAUSE OF THE EXPLOSION NOT ASCERTAINED-THE

LOSS. Two gentlemen sat conversing in low tones in front of the warehouse No. 232 West-st, yesterday afternoon when a TRIBUNE reporter called One of them, a gentleman with a weed on his black silk hat and an expression that told of recent bereavement and a heavy load of sorrow, was P. H. Smith, brother of Alexander M. C. Smith, who died last week, and whose successor he is in the ownership of the Riverdale. The other was Mr. Fletcher, of Fletcher, Harrison & Co., manufacturers of the boilers of the wrecked steamer.

"I don't think there are any more bodies in the wreck," said Mr. Smith, in response to a question.

"Are all the officers and crew accounted for ?" "Every one. They were all reported here this morning. The correct list of officers is John P. Smith, captain; Daniel Tallman, engineer; Nelson Magee, pilot; Harry Skiddle, clerk; J. N. Slair, mate; and eleven members of the crew." "What is your theory as to the cause of the ac-

cident ?" "That is impossible to say till we have raised the wreck and examined the boilers. There was no fault or flaw in them that we ever knew of, and

I have no idea how the explosion occurred." What does your engineer say about it ?" "That it is a perfect mystery to him. He says he does not even know which of the two boilers it

was that blew up." "How about the water in the boilers?"

"They are always filled at the dock before starting up river." "What was the pressure ?"

"The engineer assures me he was running under a pressure of only twenty-two or twenty-three pounds, whereas the allowance was forty pounds The accident is as much a mystery to the engineer as it is to us."

Another gentleman at this point said: "Tallman was a sober, minstrious and trustworthy man. He hadn't drank a drop in years." "Was he educated as an engineer or did he work

his way up from the boiler-room ?' was asked. He was a good mechanic and entirely relia

was the rather evasive answer. When asked what he considered his loss to be Mr. Smith said that it was hard to say.

"I suppose \$30,000 would fully cover the loss of the boat itself, without allowing for any salvage for the machinery, ironwork and other parts of the wreck which may yet be recovered. The value of a steamboat depends largely upon the use to which it may be put, and under some circumstances a boat may be worth \$10,000 more to one man than to another. Yes," (reflectively,) "1 suppose I would have taken \$25,000 for the Riverdale."

What part of your loss is covered by insur-"None whatever. We had insurance against fire

and collision, but none against explosion. Marine insurance underwriters will not take that sort of risks. There is a company in Hartford which insures boilers against explosions on land, but I do not know of any company that will do the same thing for steamboats." " How long will it take to raise the wreck?"

"That is impossible to say. We are making all arrangements as rapidly as possible and the work will be prosecuted without any unnecessary delay."
In conclusion Mr. Smith said: "I am glad to give you all the facts in my power. You are the only newspaper man I have talked with. Some of them have made extravagant missiatements in regard to the accident; ail I ask is that they won't aid to my afflictions by the publication of faise hoods."

Mr. Fletcher, senior partner of the firm which Mr. Fletcher, senior partner of the firm which made the kiverdaie's boilers, when asked his opinion as to the cause of the explosion, said that he had none. The boilers were only four years old, were of the best material and were considered periect in every respect. If there had ever been any trouble with them since they were put into the Riverdale he was not sware of it. Nothing but an inspection of the boilers themselves could satisfactorily settle the real cause of the disasser.

Captain John P. Smith, master of the Riverdale, said: "All our officers and men are accounted for, and I do not think there are any more bodies of passengers in the wreck."
"What do you believe to be the cause of the expission!"

"You know just as much about that as I do-

"You know just as much about that as I do-which is nothing at all."
"What was the approximate value of the freight on your boat?"
"That I cannot say. In a general way I know that the freight on Tuesdays is always light, and that yesterday was no exception. It was made up of general merchandise and a good deal of fruit. We cannot know the actual loss in freight until we recover the cienk's book from the wreck, from which his bills of lading were made up, or until we hear from all the shippers."

THE GOVERNMENT INVESTIGATION. FAULTS IN THE PRESENT LAW DESCRIBED-A SUG-GESTED REFORM.

Washington, Aug. 29 .- James A. Dumont, Supervising Inspector-General of Steam Vessels, in an in-terview to-day on the Riverdale disaster expressed the opinion that a radical change in the law prescribing the method of investigating such casualties is needed. Under the present system, he said, the local inspector virtually investigates his own official conduct, for when an investigation of an explosion is ordered, it is made by the inspector who examined the vessel at its last inspection. So, also, if there is a collision caused by the in efficiency of a pilot or master, the inspector who granted such pilot or master his papers is called upon to investi-

gate the circumstances attending the collision.

General Dumont has recommended to the Secretary of the Treasury that the law governing such investigations be changed so as to provide for courts of inquiry, con slating of three supervising inspectors of districts, who shall investigate the acts of local inspectors in granting licenses, instead of allowing such investigation to be made by the local inspector himself. He further recommends that the faw shall also be made to provide for the removal of any local inspector by the Secretary of the Treasury on the report of such a court of inquiry that he has been guilty of neglect of duty. Before starting for New-York to-night General Du-

mont received the following dispatch from Inspectors Fairchilds and Matthews, of the latter port, regarding the explosion of the steamer Riverdale: "Have no de-tails as yet. Vessel still submerged. Investigation will be made as soon as practicable."

A SUGGESTION TO ENGINEERS.

To the Editor of The Tribune. SIR: With 1 ference to the disaster on the steamer Riverdale yesterday, I have a suggestion to make. It is that engineers on steamboats and railways should not be permitted to peate a fancy picture or device upon the glass which covers the dinis of the steam and vacuum gauges.

I travel frequently upon steamboats and trains, and find that this is almost a universal custom. It must render it impossible to notice any changes in the index, which could not but be seen if the view of the dial were which could not but be seen if the view of the dial were unobstructed. In cutting out a fancy picture several points are usually left around the edge, any one of which might be mistaken for the index of the gauge, especially when it is in the neighborhood where the engineer knows the point indicative of safety to be, while through some negligence of the firemen, or some other cause, the real hand may be just over the explosive point and not observable at a glance, because the figure pasted upon the glass hides it from view.

A READER. New York, Aug. 29, 1883.

THE FREETHINKERS CONVENTION.

AN ADDRESS BY GEORGE CHAINEY ON "THE CLERGY"-A CHRISTIAN MINISTER TO BE HEARD. ROCHESTER, N. Y., Aug. 29.-The Free thinkers Convention opened here to-day, eight hun-dred delegates being present. T. L. Brown, Jay Rappel, Samuel C. Putnam, C. Fannie Allen and George Chainey

addressed the convention.

The Rev. Thomas Mitchell, of Brooklyn, arrived this evening, and will speak in behalf of Christianity to-morrow night. The convention decided to give Mr. Mitchell all the time he desired.

George Chainey's lecture this evening on "The Clergy" was well received. He said that in the United States of America there are 70,000 persons who come under this title. He would say nothing against them as men. He warred ot with individuals but with principles. Their savage uncestors feared two kinds of fees, the seen and the mieen. The man who could guard against invisible ene seen. The man who could guard against invisible enemies was the priest. This offspring of immortal fear sail has his feet upon the necks of the people. All property is taxed indirectly to support the servants of the Shadowy Guest. Every priest is a sailared servant in a carnival of death. He did not say that the Church was stranded upon the barren rocks of speculation, but that no flower blooms there, no wave of joy kisses them. They are all black and moss-grown. Science has conquered. It has already sang the death-knell of superstition. Science is a white-winged measurage of love, while theology is a dark-robed demon of fear. What we want in place of the church is the school-house, improved and sustained by all the devition and wealth we have given to the church. Miracles and Providence must go out before the lumintable law.

PROBLEMS OF FIRE INSURANCE.

THE NORTHWESTERN FIRE UNDERWRITERS' CON-

VENTION-PAPERS READ. CHICAGO, Aug. 29 .- The Northwestern Fire Underwriters' Convention began here to-day. It was ttended by fully 200 representatives of companies. In his annual address President F. M. De Camp, of Cincinnati, referred to the beneficial results of the organization of the State Board of Underwriters. He said that legis lation in favor of properly built structures and competently conducted fire departments was the hope of the insurance companies.

G. A. Holloway, of Chicago, read a paper on "Risks. in which he deprecated the present tendency to broader insurance contracts without adequate compensation; also, the immoderate allowance made in rates where also, the immoderate allowance made in rates where novel appliances, which are untried, are kept in readiness for extinguishing fires. U. F. Mulin advected in a paper the compact system, as opposed to the local board system of making rates. He did not decid local agents competent or free enough from prejudice to do good work for companies. The compact system contempated the appointment of competent men to make rates of insurance for the several districts in which the companies do business, these men to receive their remunicipation pro rate to the business done by them.

SCHOOL OF CHRISTIAN PHILOSOPHY.

RICHFIELD SPRINGS, N. Y., Aug. 29,-The eighth session of the School of Christian Philosophy was opened by the Rev. Dr. Kempshall, of Elizabeth, N. J. The lecture of the day was by Isaac Errett, D. D., of Cincinnati, editor of The Christian Standard.

CASSIMERES SOLD AT AUCTION.

PRICES LOWER THAN EXPECTED-THE SALE MADE TO PREPARE FOR THE SPRING STOCK.

PREPARE FOR THE SPRING STOCK.

A peremptory sale of 7,000 pieces of 3-4 cassimeres and 500 pieces of 6-4 cassimeres by the order of Knower & Homas, commission merchanics at No. 24 Thomas-st., took place yesterday at the auction rooms of Wilmersting, Hoguet & Co., No. 64 White-st. The estimated total of the receipts of the sale was \$200,000, the prices realized being estimated at from 5 to 15 per cent lower than the rating mars-4 price. The sale, which began at 11 o'clock, was conducted by Mr. Wilmersting in the presence of 150 persons, representing the largest cry-goods Jobbing houses in this city and other cities. A significant feature of the sale was the absence of buyers from the large clothing establishments. This was to be accounted for, Mr. Thomas This was to be accounted for, Mr. T

cities. A signocative cabe continued for, Mr. Thomas absence of buyers from the large clothing establishments. This was to be accounted for, Mr. Thomas said, because of over-purchased and small sales. The majority of the market and the depression in all branches of the trade, one purchaser said, was the cause of the low prices realized.

The bidding was active for the Arlington Mills 3-4 cassimeres. The first lots brought 56 and 60 cents a yard, and the second lots 51 and 52 cents. The Harris Mills 3-4 cassimeres sold for 57 to 62 cents a yard. Hyde Mills 3-4 cassimeres, fancy, sold at 36 to 40 cents, and the seconds at 36 cents a yard. By Mr. Scherbourne Mills 3-4 fancy cassimeres sold at 25 to 25 gents a yard. Hampshire Mills 3-4 fancy cassimeres sold at 22 to 25 gents a yard. Hampshire Mills 3-4 fancy cassimeres sold at 22 to 13 decrets a yard. The Stenton Mills 3-4 fancy cassimeres sold at 12 to 13 decrets a yard. The Stenton Mills 3-4 fancy cassimeres sold at 12 to 13 decrets a yard. The Hyderson Mills 3-4 fancy cassimeres, 3-4 yard, fancy, sold at 11 decrets a yard. The Hyderson Mills 6-4 yard fancy overcoatings sold at \$1 20 to \$1 35 a yard. The Orden Mills 6-4 yard fancy overcoatings sold at 70 to 75 cents a yard. The Columbus Mills 6-4 fancy overcoatings sold at 70 to 75 cents a yard. The Columbus Mills 6-4 fancy overcoatings sold at 70 to 77 cents, and the 64 fancy cassimeres of the Sanc Manufacturing Company 6-4 yard bine serge—pieces not warranted to match as to color—sold at 70 to 77 cents, and the 64 fancy cassimeres of the Sanc Manufacturing Company 6-4 yard bine serge—pieces not warranted to match as to color—sold at 70 to 77 cents, and the 64 fancy cassimeres of the Sanc Manufacturing Company 6-4 yard bine serge—pieces not warranted to match as to color—sold at 70 to 77 cents, and the 64 fancy cassimeres of the Sanc Manufacturing Company 6-4 yard bine serge—pieces not warranted to match as to color—sold for 75 cents a yard.

Mr. Tromas and to a reporter at the close of the Sanc Manufacturing Co had anticipated. It was necessary to dispose of the goods, he said, in order to make room for the next spring stock.

BASEBALL NEWS.

About 1,000 people visited the Polo Grounds resterday to witness the American Association game of pascball between the Metropolitan and St. Louis nines. The home nine were in better form than on Monday, and they defeated their strong opponents easily. Keefe's pitching was puzzling to the Western nine, and they made only four straggling hits off his delivery. The home nine played a good game throughout, batting freely, elding well and running the bases excellently. The St Louis nine not only batted poorly, but their fielding was ar below the average. The result of the game was an agreeable surprise to the speciators. The Metropolitaus virtually won the game in the first inning, and had everything their own way from that point out. The score is appended.

St. Louis.	rith	po	a		Metropolitan.	*	bh	no	a	
Gleason, s. s Lewis, c. I Comiskey, 1 b. Latham, b b Nicol, f. f Deastov, c	0 1 0 0		0000000	0	Nelson as. O'houcze, c. f drady, 1b. doseman, r.f. Este brook 3b Holbert, c.	22100	1 3	1399223	0 1 0 1 1	0000000
Mullane, I. f., McGinnis, p., Strief, 2 b	0 0		124	4	Kenuedy, 1 f., Keefe, p., Crane, 2 b.,	0	1	3 27	3 - 9	51

Runs earned—St. Louis, 0; Metropost an, 2. First base by errors—St. Louis, 5; Metropostan, 6. Struck out—St. Louis, 1; Metropostan, 1. Total ieft on bases—St. Louis, 6; Metropostan, 8. Total base—his—St. Louis, 4; Metropostan, 11. With pitch—Keefe, 1. Passed bail—Dessiey, 1. Um-piro—Mr. McNichol. Time of game—Two hours. pire—Mr. McNichol. Time of game—Two hours.

The Brooklyn nine were again defeated at Washington Park, trooklyn, yesterday by the Active Club of Reading, Penn. The majority of the speciators thought that the home nine lost corough unjust decisions of the umpire. There was a fair attendance. The batting was light on both sides, only straggling hits being made. Greenwood, Householder and Carroli carried off the fielding isonors. The score by innings was as follows:

Other games played yesterday were as follows: At Cleveland—Chicago, 7; Cleveland, 0.
At Baffalo—Derroit, 8; Buffalo, 2.
At Philadelpina—Athietic, 11; Eclipse, 3.
At Pritsburg—Columbus, 10; Aliegheny, 6.
At Wimington—Harrisburg, 6; Quicksten 5.

NATIONAL CAPITAL TOPICS.

GOVERNMENT POSTAL TELEGRAPHY. THE POSTMASTER-GENERAL HAS NO SETTLED CON VICTION RESPECTING THE SCHEME,

IBT TELEGRAPH TO THE TRIBUNE. Washington, Aug. 29.—Several attempts have been made to get the Poslmaster-General to say whether he thinks it would be a wise policy for the Gov ernment to buy or build telegraph lines and operate them as a part of the postal system. "Of course I have expressed no opinion on this subject," said General Gresham, to-day. "As a matter of fact I have reached no conclusion of my own in regard to it. I have taken oneiderable pains to collect all the printed and written naterial that is accessible on the subject and I find it to be quite voluminous. The matter has been discussed more or less exhaustively by a number of my predeces more or less exhaustively by a number of my predeces-nors in the last twenty-live years, and it has received some attention in the several messages of the Executive to Congress. Committees of Congress have levestizated the subject also and several reports have been submitted. The British reports are full and exhaustive. I am ex-maining this mass of material as I find opportunity, but I have not yet gone through with it, and of course have not found time to digest it. I intend to give the subject careful consideration and, until I have done so, of course I cannot tell what my conclusions will be."

A NEW STAR ROUTE SCHEME. HOW A FAILING CONTRACTOR PROPOSED TO EVADE THE LAW

Washington, Aug. 29 .- A short time ago a circular was received by Acting Second Assistant Post-master-General Lyman from a Southern Star Route subontractor, who said that it had been sent to him by A.E. Boone, a failing Star Route contractor. It was a propposition by Boone that the sub-contractor, who was operating one of Boone's routes, should pay him in cash ne-half of the difference between the amount his of ub-contract pay and the full contract price of the route. In return Boone promised to make a new suboutract, giving the full contract pay to the sub-contractor. Boone held over 100 Star Route contracts whe declared a failing contractor and, in accordance with law, the Department selzes upon any profits that may accrue upon such of his routes as were operated at a profit, and applies them to make good the deficiencies saused by the loss on other routes. Under the law, the falling contractor would be entitled only to any excess f profits that might remain after the money had been so applied. In this case there was no excess, but on the se applied. In this case there was no excess, but on the contrary Mr. Lyman says the entire profit would amount to much less than the sum lost on the remainder of the contracts. To defeat this attempted evasion of the law, a circular letter has been addressed to all of Boone's sub-contractors, informing them that the Department will refuse to permit such sub-contracts to be filed, and states that the Government will not allow itself to be estopped from appropriating the difference between the compensation of the sub-contractor and Boone's pay toward the payment of his debt. toward the payment of his debt.

TWENTY-ONE YEARS A COLLECTOR.

IBY TELEGRAPH TO THE TRIBUNE. WASHINGTON, Aug. 29 .- When the order for he consolidation of the Internal Revenue districts was ssued, and it became known that the Hd Discrict of Connect cut would be discontinued, Collector David F Hollister, of that district, wrote a letter to the Commissioner of Internal Revenue, requesting that the execution of that order be postponed until September 1. Mr. Hollister gave as his reason for making this request that on the date mentioned he would have seen twenty-on on the date manifolded he would have seen vectors of continuous service as an Internal Revenue collector. He said that during the whole of that long period he had written with his own hand every official letter sent from his office to the Commissioner of Internal Revenue. The request was granted, and on Saturday next Mr. Hollister will cease to be an officer of the Internal Revenue service.

period he had written with his own hadd every breat from his office to the Commissioner of Internal Revenue. The request was granted, and on Saturday next Mr. Hollister will cease to be an officer of the Internal Revenue service.

His commission was signed by Abraham Lincoln in 1862, about two months after Congress had established the Internal Revenue system.

INTERNAL REVENUE RECEIPTS.

WASHINGTON, Aug. 29.—The collections of internal revenue during the first month of the fiscal year ending June 30, 1883 and 1884, were as follows: From spirita, July 1882, \$4.750,961; July, 1883, \$5.263, 696; increase \$512,135. From tobacce, 1882, \$3.816, 254; 1883, \$1,929,415; decrease, \$1,835,839. From fermented liquors, 1882, \$1,721,510; 1883, \$1,899,151; increase, \$147,641. From banks and bankers, 1882, \$1,007,994; 1883, \$400; decrease, \$1,007,994. From misceilaneous sources, 1882, \$578,848; 1883, \$90,896; decrease, \$478,972; argregate receips, 1882, \$1,876, 577, 1883, \$91,01945; decrease, \$2,713,629. The promopal terms of decrease were spirits distilled from instensive times of decrease, \$2,713,629. The promopal terms of decrease were spirits distilled from instensive times of decreas principal terms of increase were spirits distilled from materials other than appless peaches or grapes (\$490, 915) and fermented liquors (\$147,641).

PAID STAMPS MUST BE SIGNED.

Washington, Aug. 29 .- An application has been received by the Commissioner of Internal Revenue roin; a collector for permission to use a hand-stamp ax-paid stamps issued in his district. The collecter and it would be a great saving of time if the privilege was granted. The Commissioner to reply says that at to time have collectors been authorized to use fac-simes of their signature upon the tax paid spirit-stamps, special-tax stamps, or registered tobacco-stamps. nission was given to use such fac similes upon the stubs of books, but in to case where the signature of the col-setor was required by law, which is upon all stamps which are receipts for money paid the Government; nor

RUSINESS OF THE PENSION BUREAU. Washington, Aug. 29 .- During the past fiscal year 91,000 applications for pensions were dis-posed of by the Pension Bureau. Commissioner Dudley says that the office handled every case brought before it. All applications were passed, rejected or additional evidence required, so that no case was left untouched. In regard to the recent arrest of a former employers the

regard to the recent arrest of a lorane employe in the Pension Bureau for alleged fraudulent operations, Commissioner Dudiey said that he desired to correct a prevalent impression that such schemes were commonly practised. As a matter of fact they were only sporadic cases, which were invariably and swiftly discovered and the perpetrators punished. NAVAL INTELLIGENCE. Washington, Aug. 29.—Assistant Paymaster L Lawrence Heap has been ordered to the Miantone nan ; Assistant Engineer J. P. S. Lawrence to examinaion for promotion. Naval Cadet S. H. Williams has r corted his return home, having been detacted from the Richmond, Asiatic Station, July 20, and has been placed

on waiting orders. The orders of Passed Assistant Pay-master J. T. Addicks to the Miantonomah have been evoked and he has been placed on waiting orders. Commander Batcheller, commanding the Galena, reports to the Navy Department under date of Bahia, Brazil, July 23, the arrival of the Galena at that port or July 10 from Montevideo. As the ship's bottom wa

very foul and her speed much reduced, he decided not to touch at Pernambuco, but to sail at once for Hampton The United States steamship Galena arrived at Hamp

ton Roads to-day from Brazil.

ton Roads to-day from Brazil.

Rear-Admiral Crosby, commanding the Asiatic
Squadron, reports to the Navy Department under date
of Yokonama, July 31, that he had detached Pay Inspector George Cochran from the Elehmond and Lieuenant-Commander R. H. Hitchcock from the Monocacy and placed them on waiting orders. Lieutenant F.

Hotcakin had also been placed on waiting orders, and the three officers ordered to proceed home in the first Government vessel proceeding to the United States. Assistant Paymaster John A. Mudd had been ordered Assistant Paymaster John A. Mudd had been ordered temporarily to the Richmond to relieve Pay Inspector Cocurab, with orders to continue on his present outly at the Navai Hospital. Lieutenant A. J. Iverson had been detached from the Palos and ordered to the Monocacy as executive officer. Lieutenant S. M. Ackley had been detached from the Richmond and ordered to the Paios as executive officer. Fleet Pay Clerk F. S. Larkin had been ordered to return home and report his arrival to the Department, his appointment ceasing at that time. Pay Clerk W. S. Underdown remained with Assistant Paymaster Mudd.

The Portsmouth arrived at Portsmouth, N. H., yesterday.

day day Licutenant F. J. Drake has been detached from the Washington Navy Yard and ordered to report to Rear-Admiral Scaufeldt, chairman of the Naval Advisory Board, for special duty in connection with the construction of the new steel cruisers.

WASHINGTON NOTES.

WASHINGTON, Wednesday, Aug. 29, 1883.
DRAWBACK ON SALE, -The Trensury Department has prepared a circular to custom officers in regard to the drawback on sait used in curing meat for exportation. It will be issued in a few days. BONDS REDERED.—The amount of three-and-a-half

per cent bonds embraced in the 121st call, redeemed at the Treasury Department to-day, under the circular of August 15, was \$1,062,000, making the total redemption under this call to date \$8,231,200. A SILVER VAULT FOR NEW-ORLEANS.-The plans for

the new silver vault to be constructed in New-Orleans have been completed. The vault will be built in the basement of the Custom House. It will have a storage capacity of about 20,000,000 standard silver dollars. POSTMASTERS APPOINTED.—The following named postmasters have been appointed: Henry P. Prather, at Green Casile, Franklin County, Penn.; Joseph H. Wag-oner, at Rochester, Minn., vice Abram itarkins resigned; Thomas P. McMasters, at Ludington, Mich., vice R. F. Dundass, suspended.

THE SEPTEMBER POSTAL GUIDE.—The matter for the September Postal Guide has been prepared in the Post

Office Department. It is probable that the Postmaster-General will hereafter require the contractors to com-pile *The Guide* through their own agents, who will not be under salary from the Government.

THE HILL INVESTIGATION. - The Hill Investigating Committee to-day gave Mr. Hayward, of the firm of Bartlett, Hayward & Co., a hearing in regard to the heating apparatus in the Chicago Custom House. No new facts were elicited. The committee is closing up its report and will complete it by the time the Secretary of the Treasury returns to Washington.

A LAND DECI-ION .- In the case of Craig vs. Morgan the Acting Secretary of the Interior to-day decided that the settlement made on the Osage trust and diminished reserved lands in Kansas, where the settler had arranged to sell the land to others, does not give the right of entry under the set of May 28, 1880, providing for the sale of these lands to actual settlers only.

POST OFFICE APPOINTMENTS .- R. P. Stull has been appointed a substitute letter carrier in the city Post Office. This is the first appointment made in that office from persons certified by the Civil Service Commission. Avington E. Weller, of Granite, Md., has been appointed a clerk of the \$1,000 grads in the Post Office Department. His name neaded a list of four names presented by the Civil Service Commissioners.

BANK SEALS AND CALLED BONDS .- The Treasury D BANK SEALS AND CALLED BONDS.—The Treasury Department is receiving daily called bonds bearing assignments witnessed by cashiers or presidents of National banks, but not verified by the banks' scals. Heretofore the aignatures of bank officers have been certified by Treasury officials, after comparison with the signatures on file in the office of the Controller of the Currency and known to be ganuine. It has been decided, however, that this practice involves too much risk, and hereafter when the seal of the bank is missing, the bonds will be returned to the senders.

THE CHOLERA PLAGUE.

ALARM FELT IN CONSTANTINOPLE. A CONSULAR REPORT ON THE CAUSE AND PROGRESS

OF THE PESTILENCE. WASHINGTON, Aug. 29 .- The Department of State has received and transmitted to the Treasury Department dispatches from the United States Consul-General at Constantinople, dated July 19 and 21, m regard to the cholera in Egyptland the sanuary condition f Constantinople. He says that when the cholera was reported in Damietta it created the greatest alarm in Constantinople and stringent orders were immediately issued to exclude it from the country, as well as to combat its ravages if it succeeded in getting a footbold. All arrivals from Egypt were required to undergo quarantine at the cutrance of the Bay of Smyrna. The limited ecommodations at Beyrout and at Bourla were enlarged but the panie-stricken refugees ifrom Alexandria came in nbers that the quarters soon became insufficient to accommodate them, and, as each day brought fresh arrivals, the sufferings of the people from exposure to the burning sun and the chilling night dews, became great and threatened to create the very evil it was intended to guard against. The arrivals at Beyrout were the greatest sufferers, and the Turkish authorities were finally com pelled to telegraph to Alexandria to give warning that no more refugees could be received or would be allowed to land.

But while the sanitary administration was employing the best means its resources admitted of to prevent the introduction of cholers, the orders from the palace for the cleansing and disinfection of Constantinople were totally neglected, as was also the case in the provincial towns. The most elementary measures of precaution had not been begun after the cholera existed at Damietta for over a month. The ditch draining into the Golden Horn, which drains about two square miles of laud, hickly built up and densely populated, receives through a thousand tributaries all the sewage of that large district.' It is an open stream of filth, and its noxious gases spread with every breeze to distant quarters.

world in quarantine as regarms see solution potents as order has been insued that all vessels passing the Dardanelies under weatever flag small be subjected to quarantine on arrival at any of the Black Sea ports.

The outbreak of the chotera is sufficiently accounted for by the condition of the towns innected. Before the epidemic appeared a cattle plague of extreme virulence had been raging for some time, and such of the infected animals as were not slaughtered for food were allowed to die of the disease, and, after being skinned, their carcasses were thrown into the river and canals wence all the droking-water is drawn. The nides after drying were stored in the villages to be soul. In some places carcasses were field to the banks of the river to attractish and render their capture easier, and these fish, feeding on purified flesh, were sold for food. The water in many of the canals is almost stagnant and has become partief from the number of carcasses thrown into them. Everything seems to have been done to create and propagate choicra and it is quite useless to seek its origin is inoin, when such abundant causes for its generation exist in every part of the Delta. Since the mintary cordons have been established around infected places—either through ignorance or from undevolence—they not only do not allow any one to pass out, which is of even provisions or medicines. Meanwalle the dwellers in these plaguestricken places are without food or medieven provisions of mechanisms in these plagues arrived at that they should call the not to be wondered at that they should eat the carcasses of animals that have died of disease, preferring to risk the chance of cholera rather than in our the certainty of deata from starvation. The wonder is not that there is contern in Egypt, but that the mortality is not much greater.

YELLOW-FEVER CASES.

Washington, Aug. 29 .- Commodore Engish, noting Secretary of the Navy, has received the folowing telegram from Lieutenant Commander Welch at Pensacola: "No new cases and no deaths in the yard, Pensacola: "No new cases and no deaths in the yard, Dr. Guiteras has reported." A private telegram received from Pensacola states that Paymaster Brown is dead, and that Mrs. Brown has a slight attack.

The surgeon-General of the Marine Hospital Service has received a selegram from Surgeon Burgess at Havana, stating that the Spanish bark Dace de Junio, which left there on August 26 for Branswick, Ga., left two cases of yellow-fever at Havana.

POSTMASTERS' CLAIMS.

To the Editor of The Tribune.

SIR: Your Washington correspondent in your issue of this day assumes that I am engaged in presenting "mythical claims" for persons who do not ome under the provisions of the act of March 3, 1883 This is an anqualified error. I have examined the stat-utes and consider myself as competent to understand their scope and meaning as any one eise, and am prepared to sastain my views before any proper tribunal I am unaware of any power of attorney having been revoked in Schuylkill County or elsewhere, and no person has been asked to sign anything or do anything o pay any money for any purpose which was not legitimate

pay any money for any purpose and proper.

I hope you will await a judicial decision upon the points raised if such decision is rendered necessary by the opinion of the Attorney-General) before the construction of the statute be made the basis of the statute ment that some one might be misled or misguided into making a groundless claim. Please give this letter as much publicity as that of your Washington certespondent, because there is a good deal of the Horace Greeley TRIBUNK "leaven" in this section of Pennsylvania. Very respectivity,

CHARLES H. PENNYPACKER.

West Obester, Penn., Aug. 27, 1883.

West Ohester, Penn., Aug. 27, 1883

HE HAD SOME FUN.

Prom The Detroit Free Press.

About 8 o'clock yesterday morning a man smeking plug tobacco in an old clay pipe walked out of a Michigan-ave, saloon with a rat in a trap. He looked neither to the right nor the left until he had reached the middle of the street. Then he placed the trap on the ground and whisted for his dog. If he had a dog the animal did not respond, but the public did. In less than two minutes thirty men were rushing to the spot.

"Hi! there! Don't lot him out till I get my dog," should one. whonted one. "Hold on! Wait for the dogs P' yelled half a dozen

voices at once.

"Keep cool and form a circle!" commanded a policeman, as he took a firmer grip of his baton.

The man with the trap spread a large handkerehisf over it and waited. He was not a bit excited. On the contrary, he was as placid as a chip sailing is the wash-dish.

"Whar' did we ketch him!" inquired a newaboy.

centrary, he was as placid as a chip sailing in the washdish.

"Whar' did ye ketch him?" inquired a newsboy.

The placid man did not deign to reply.

"Whar'll ye take fur him?" asked another, but his inquiry was treated with the same silent contempt.

Then tour or five men came running up with dogs
under their arms, and ten or ditteen dogs on foot followed
behind. There was a fight between a buil-dog and a
Newfoundland, and there would have been a row between their owners had not a second policeman appeared. Order was finally restored. The dogs were arranged in a circle and beid by their collars, and the
placid man slowly knocked the ashes from his pipe,
looked carefully around, and then raised the trap and
shook the rat out. All the dogs made a rosh, but in
ten seconds cach and every canine walked off on his ear
and seemed to be hurt in his feelings. A boy stepped
forward and held the rat up to view.

"It's a creekery rat!" he yelled as he whirled it
around.

"Yes, it whas a groghery radt, und he cost me den
cente!" caimly replied the placid man as he walked off
with his trap.

"Year Wooden.—"A wooden effigy of the

VERY WOODEN.—"A wooden effigy of the Duke of Wellington's statue has been set up opposite the Horse Guarda."—|Daily paper. Mr. Worzel (from Blankshire): "Look there "Lizabeth. That be the Iron Dook." Mrs. Worzel: "Iron Duke! What noncense, William. Why, it's wood!"—|Funny Folks.

RACING AT SARATOGA.

ONLY ONE FAVORITE SUCCESSFUL RICHARD LOUD, CAPIAS, OWEN BOWLING AND

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNG SARATOGA, Aug. 29.—John W. Loud's bar gelding Richard Loud was the only successful favorite on the Saratoga course to-day. The defeated favorites were O. Bowie's chestnut filly Bessie, J. Forbes's hay filly Princess, and P. J. Flynn's chestnut gelding Bever-wyck. The winners, besides Richard Lond, were Burnham & Kimbel's chestnut horse Caplas, E Corri-gan's bay colt Owen Bowling, and J. S. Schermerhorn's chestnut gelding Fury. The weather was fine, the track n good condition, and the attendance large tra day. First Race-Purse \$350, of which \$50 to the second

horse; entrance free; for two-year olds which never wone horse; entrance free; for two-year olds which never won a sweepstakes; middens allowed 5 pounds; six entries; three-quarters of a mile. Six starters—Envoy, 102, Wethers; Powhatan, 10912, Swinney; Richard Loud, 107, O'Hara; Bettier, 102, Thaver; Bridget, 107, Lawis; and Kyrie Daly-Endeavor filly, 102, West. Pools—Richard Loud \$200, Bridget \$150, Powhatan and Enveyeach \$60, and the field \$60. Books—Richard Loud 6 in 5, Bridget 11 to 5, Powhatan 5 to 1, Envoy 6 to 1, the Endeavor filly 12 to 1, and Bettler 20 to 1. Fowhatan Endeavor filly 12 to 1, and Bettler 20 to 1. Powhate. Richard Loud and Bettler was the order of the first three at the send-off. Bettler was first past the furlong pole, but at the half pole Richard Loud went forward, and on the eastern turn his following was Bettler, Powhatan, Bridget, Envoy and the Endeavor filly. Richard Loud won finely by a length, Envoy second, Powhatan third Bridget fourth, Bettler fifth, and the Endeavor filly last Time 1:184 Mutuals on Richard Loud paid \$11 50. Second Race-Purse \$450, of which \$100 to second horse; entrance free; horses never having won a race of the value of \$500 allowed .7 pounds; or, if such horse have not won a race this year, 14 pounds; maldens allowed, if 3 years old, 18 pounds; if 4 years, 22 pounds; if 5 years or upward, 26 pounds; four entries; one mis and five hundred yards. Four starters—Capias, 4, 118, Higgs; Blazes, 5, 120, Blaylock; Bessie, 3, 105, Storall; and Taxgatherer, 4, 115, Gibbs. Pools—Bessie \$200, Biazes \$60, Taxgatherer and Caplas each \$60. Books—Bessie 7 to 10, Blazes 5 to 2, Caplas and Taxgatherer each 6 to 1. Taxgatherer and Capias were the first of Capias led before fluishing the five hundred yards (stand), and was followed by Taxgatherer, Bia. Bessle. Capias went round the western turn at a lively pace and showed a lead of two lengths at the quarter pole. There was no material change down the backstretch. Capius won handily by a length, Bessle, favorite, second, Blazes third, Taxgatherer last. Time 2:1414. Mutuals on Capius paid \$44.

2:14.4 Mutuals on Capins paid \$44.

Third Race—Purse \$350, of which \$50 to second horse entrance free; for three-year olds; those never having won a race of the value of \$1,000, allowed 5 pounds; or if such horses have been beaten at \$aratoga this year, and have not won this year a race of the value of \$50,0 allowed 10 pounds; maidens allowed 15 pounds; six entries; one mile and seventy yards. Six statters—Trilight, 105, Branch; Owen Bowling, 118, Stova.i; Campanin, 100, Thayer; Baron Faverot, 103, Higas; Modinty, 100 Lewis; and Princess, 106, Blaylock, Pools—Owen Bowling and Princess, 106, Blaylock, Pools—Owen Bowling and Princess, 106, Blaylock, Pools—Owen Bowling and Princess, 101, Buron Faverot 6 to 1, Canpanin, 12 to 1, and Twilight 20 to 1. When the figiell the order was Princess, Twilight, Owen Bowling McGinty, Campanin and Baron Faverot 6 to 1, Canpanin, 12 to 1, and Twilight 20 to 1. When the figiell the order was Princess, Twilight, Owen Bowling, McGinty, followed by Owen Bowling and the others, Princess lapped Twilight on the backstretch and led at the half post. Owen Bowling now improved his postiton, passing first Twilight, then McGinty, and near the third quarter pole outran Princess, came up; the street at lively pace and won by two lengths, Princess second, McGinty third, Campanini lourth, Baron Fayerot firm and Twilight last. Time 1:1854. Mutuals on Owen Bowling paid \$29 70.

Fourth Race—Free handleap hurdle race; purse \$400, of which \$100 to the second horse; entrance free; inceentries; one mile and a quarter, over five hurdle. Three starlers—Raven, aged, 138, McGrath; Everwyck, 4, 134, P. Mesney; and Fury, aged, 125, M. Meaney, Pools—Beverwyck \$150, Raven \$60, and Fury \$40, 100, \$ 2:144. Mutuals on Capias paid \$44. Third Race—Purse \$350, of which \$50 to second horses

The following are the starters, weights and being to morrow's rates:

First Race-Purse \$400, three-fourths of a mile-Found 115 pounds, \$100; Brad, 100, \$32; Carson, 105, \$11; Monarch, 101, \$11.

Second Race-Baden Baden handicap, three miles-General Monroe, 115 pounds, \$100; Nettic, 25, \$10.

Third Race-Consolation Purse, one stone, miles-Harry Gimere, 108 pounds, \$100; George L., 97, \$37; Pope Leo, 11, 246.

Fourth Race-Purse \$500, two and casefourth age, steeple chase.—Miss Moniscy, 135 pounds, \$50; Bleen, 132, \$45; Fury, 125, \$20.

RACING AT HAMPDEN TARK.

Springfield, Mass., Aug. 29, -The second day of the meeting at Hampden Park drew 5,000 persons who witnessed some interesting races. The weather was somewhat windy, but the track was well prinked and

ne discomfort was experienced. The 2:25 class trot was anybody's care, and the poolmen were puzzled as to what an tould be Edwin Thorne proved a great disc. future numerous heavy backers. A running race of five miles in which Myrite Peek and Mme. Marantelle were the riders, was quite exciting, though Myrtie Peek was by ig of a mile in 11:17. The seventh heat in the 2:21 class trot, which was not finished yesterday, was won by Zoe B., Amelia C. taking second money, and Dan Smith third. The fourth money was divided between Judge Davis and Louise N. Jay-Eye-See gave an exhibition, trotting a quarter in 3214 seconds. The fellow-

ing are the summaries : | THE 2:25 CLASS-PURSE \$1,000, DIVIDED

FREE FOR ALL, PURSE \$3,000, DIVIDED. Wilson 1 1 1 1 Edwin Thorne 2 2 2 3 Director 3 3 3 4 7 Time-2:203, 2:213.

TROTTING AT PARKVILLE, L. I.

The postponed races for the 3:00 and 2:30 classes at the midsummer meeting of the New-York and Brooklyn Driving Club were concluded at Parkville, L.L. yesterday. Crete G. won the first race in two straight heats. Time 2:41 and 2:33. Rocket won second money, St. Giles third and Brilliant fourth. The race for the 2:30 class resulted in a victory for Ingomar. Time 2:30% 2:30 and 2:30%. Daisy took second money, Fanny Irwin third and Edie G. fourth. The regular programme consisted of races for the 2:45 and 2:35 classes. The first was won by Frankie B. in straight heats. Price took second money, Etta A. third and Ransom fourth. Time 2:3919, 2:3719 and 2:38. Polly B. won the race for the 2:35 class, Ossian Pet taking second money, Sham-rock third and Frank R. fourth. Time 2:36 2, 2:35, 2:37

POLICEMEN EXCUSING THEMSELVES.

The Police Commissioners yesterday listened to charges against about 160 policemen in the trial room at Police Headquarters. Most of the offending officers were accused of neglect of duty on their posts, or of being in liquor stores while on duty. Excuses were made quickly, as the Commissioners showed a desire to get through with their cases a rapidly as possible. Only one officer, Patrolman Brewer, of the Eighth Precinct, presented a new excuse for entering a liquor-store in uniform, and it caused laughter among the assembled policemen. He said that he was led to enter the store by hearing cries of "police," which he ascertained afterward were uttered by a parrot. The proprietor of the store appeared as a witness to prove that the parrot cried "police," but he left the parrot at home. Commissioner Mason, who listened to the evidence, said the parrot was "too convenient," and he advised the policeman not to take notice of its cries again.

DEATH OF AN OLD SOLDIER.

Aaron Goldstein died at his daughter's home at No. 175 Main-st., Paterson, N. J., yesterday morning, at the age of 105. His age is a tested by his children, who point to unstonbed family records. Mr. Goldstein was a devout Hebrew and he was spoken of as prous and charitable. He was born is Flatow, in Prussia, and he served as a soldier in the Campaigns of the first Napoleon. He was afterward a tinsmith. He came to this country about twenty five years ago, and his wife died about 1869. Five of their seven children are still fiving. Mr. Goldstein, who was an ardent lover of tobacco, constitued using it until wrihin a few days of his death, which was due to general failure of the vital powers. He used alcoholic stimulants in moderation. The body will be buried in Bayside Centselery.

CHARGED WITH DEFECTIVE WORK.

Louis M. Hooper, a sanitary inspector for the Health Department, charged Charles D. Lamarche, a plumber of No. 254 East Seventy-fourth-st, with having done the plumbing work in a row of six bouses, at One-hundred-and-twenty-second-at and Fourth-ave., and in two houses at One-hundred-and-eighth-st, and Second-ave., in so defective manner as to be detrimental to health. The accused man pleaded not Eguity, in the Yorkville Police Court yesterday, but was held in \$300 bail on cost charge.